

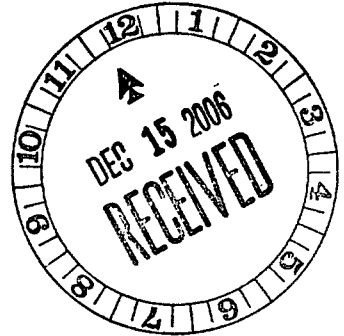


Mack H. Shumate, Jr.
Senior General Attorney, Law Department

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218306
DEC 14 2006
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Public Record

December 14, 2006



VIA U.P.S. OVERNIGHT

Surface Transportation Board
Section of Environmental Analysis
1925 "K" St., N.W., Room 504
Washington, DC 20423-0001

Attention: Victoria Rutson

**Re: Proposed Abandonment of the Barber-Greene Spur from
M. P. 23.5 to M.P. 25.8, a distance of 2.3 miles near
DeKalb, in DeKalb County, Illinois;
STB Docket No. AB-33 (Sub-No. 243X)**

Dear Ms. Rutson:

Enclosed for filing in the above-referenced docket is the original and ten (10) copies of a Combined Environmental and Historic Report prepared pursuant to 49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific anticipates filing a Notice of Exemption in this matter on or after January 4, 2007.

Sincerely,

Enclosures

O:\ABANDONMENTS\33-243X\STB-EHR.doc

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 243X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN DE KALB COUNTY, ILLINOIS
(BARBER-GREENE SPUR)



Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

Dated: December 14, 2006
Filed: December 15, 2006

BEFORE THE
SURFACE TRANSPORTATION BOARD

Docket No. AB-33 (Sub-No. 243X)
UNION PACIFIC RAILROAD COMPANY
-- ABANDONMENT EXEMPTION --
IN DE KALB COUNTY, ILLINOIS
(BARBER-GREENE SPUR)

Combined Environmental and Historic Report

Union Pacific Railroad Company ("UP") submits this Combined Environmental and Historic Report pursuant to 49 CFR. § 1105.7(e) and 49 CFR. § 1105.8(d), respectively, for an exempt abandonment of the Barber-Greene Spur from M. P. 23.5 to M. P. 25.8, a distance of 2.3 miles near De Kalb, in De Kalb County, Illinois (the "Line").

The Line traverses U. S. Postal Service Zip Code 60115. A Notice of Exemption to abandon the Line pursuant to 49 CFR. § 1152.50 (no local traffic for at least two years) will be filed on or after January 4, 2007.

A map of the Line marked **Attachment No. 1** is attached hereto and hereby made part hereof. UP's letter to federal, state and local government agencies is marked **Attachment No. 2**, and is attached hereto and hereby made a part hereof.

ENVIRONMENTAL REPORT
49 C.F.R. § 1105.7(e)

(1) **Proposed action and alternatives.** Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves the abandonment of the Barber-Greene Spur from M. P. 23.5 to M. P. 25.8, a distance of 2.3 miles near De Kalb, in De Kalb County, Illinois (the "Line").

The Line was originally constructed by the Northern Illinois Railway in 1885. The Line is currently constructed with 90-pound jointed rail. Only a small remnant of the track structure (approximately one tenth of a mile southward from State Street to milepost 25.8) is completely in place.

After abandonment, the closest rail service will continue to be provided by UP on UP's Geneva Subdivision main line that runs in an east-west direction through De Kalb immediately south of the Line.

There are no shippers on the Line, and no commodities have originated or terminated on the Line for over two years. There is no overhead traffic over the Line. No formal complaint regarding a cessation of service has been filed, is pending with the Board, or has been decided in favor of a complainant for well over two (2) years. Based on information in the UP's possession, the Line proposed for abandonment does not contain federally granted right-of-way.

A map of the Line is attached hereto as **Attachment No. 1**.

(2) **Transportation System.** Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: There will be no effect on regional or local transportation systems and patterns and no diversion of traffic to other transportation systems or modes.

(3) **Land Use.**(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such

agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response: (i) UP is unaware of any adverse effects on local and existing land use plans. The De Kalb County Board has been contacted. To date UP has received no response.

(ii) The Natural Resource Conservation Service has been contacted. To date UP has received no response.

(iii) Not Applicable.

(iv) The property proposed for abandonment is not suitable for public purposes such as roads, highways, or other forms of mass transportation, conservation, energy production or transmission, or recreation because the area is adequately served by existing roads and utility lines. De Kalb is served by state highway 23, a north-south route, and highway 38, an east-west route, as well as Interstate 88, an east-west route.

(4) **Energy.** (i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response: (i) There are no effects on the transportation of energy resources in view of the absence of rail shipments on the Line.

(ii) There are no recyclable commodities moved over the Line.

(iii) There will be no change in energy consumption from the abandonment.

(iv)(A)(B) There will be no rail-to-motor diversion.

(5) **Air.** (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§(5)(i)(A) will apply.

Response: There is no such effect anticipated.

(5) **Air.** (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) **Air.** (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) **Noise.** If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater.
If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) **Safety.** (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous material waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) **Biological resources.** (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: (i) The U. S. Fish and Wildlife Service has been contacted and concluded they do not have any concerns regarding real estate matters in the proposed abandonment. The U. S. Fish and Wildlife Service's response is attached as **Attachment No. 3**, and is hereby made part hereof.

(ii) The National Park Service has been contacted. To date UP has received no response.

(9) **Water.** (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response: (i) Region 5 of the United States Environmental Protection Agency has been contacted. The EPA concluded there were no significant concerns regarding the proposed abandonment. The Environmental Protection Agency's response is attached as **Attachment No. 4**, and is hereby made part hereof.

(ii) The U.S. Army Corps of Engineers has been contacted. To date, UP has received no response.

(iii) It is not anticipated that there will be any requirements for Section 402 permits.

(10) **Proposed Mitigation.** Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See **Attachment No. 1**.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The right-of-way for the Line is approximately 65% reversionary and therefore its use would be restricted as a public road or recreational

trail unless progressed as a rails-to-trails corridor. To date, there has been no expressed interest for trails use. If abandoned, the reversionary property will revert and the fee property will be sold to adjacent landowners. The right-of-way is generally 100 feet in width however there are a few segments where it is wider. The topography of the Line is level and the land use is mixed residential and industrial.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: There are no structures over fifty (50) years in age affected by the proposed abandonment.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: Not applicable.

(5) *A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:*

Response: See UP's response to question (1) in the environmental Report for a brief history and description.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: Not Applicable.

(7) An opinion (based on readily available information in the UP's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources in the project area. The Illinois Historic Preservation Agency

has been contacted and reviewed the proposed abandonment and has no objections to the proposed abandonment. The State Historic Preservation Agency's response is attached as **Attachment No. 5**, and is hereby made part hereof.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain:

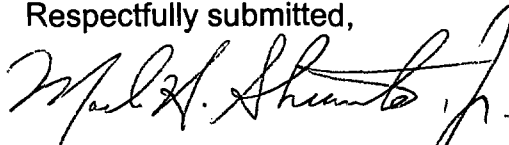
Response: UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified nonrailroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: Not applicable.

Dated this 14th day of December, 2006.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY
Mack H. Shumate, Jr., Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX

CERTIFICATE OF SERVICE
OF THE
COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in Docket No. AB-33 (Sub-No. 243X), the Barber-Greene Spur in DeKalb County, Illinois was served by first class mail on the 14th day of December, 2006 on the following:

State Clearinghouse (or alternate):

Mr. Steve Klockenga
State Single Point of Contact
Office of the Governor
State of Illinois
107 Stratton
Springfield, IL 62706

State Environmental Protection Agency:

Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P. O. Box 19276
Springfield, IL 62794-9276

State Coastal Zone Management Agency
(if applicable):

Mr. Daniel Injerd, Chief
Lake Michigan Management Section
Division of Water Resources
Illinois Department of Transportation
310 South Michigan Ave., Room 1606
Chicago, IL 60604

Head of each County:

De Kalb County Board
133 W. State Street
Sycamore, IL 60178-7189

Environmental Protection Agency
(Regional Office):

Ken Westlake
U.S. Environmental Protection Agency
Region V
77 West Jackson Boulevard
Chicago, IL 60604-3590

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Chicago
111 North Canal Street
Chicago, IL 60606

National Park Service:

National Park Service
William D. Shaddox
Chief, Land Resources Division
1849 "C" St., N. W., #MS3540
Washington, DC 20240

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
2118 W. Park Court
Champaign, IL 61821

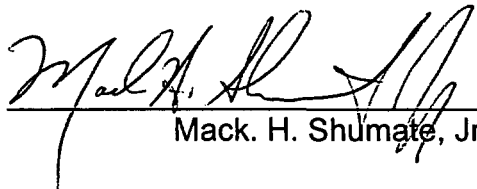
National Geodetic Survey:

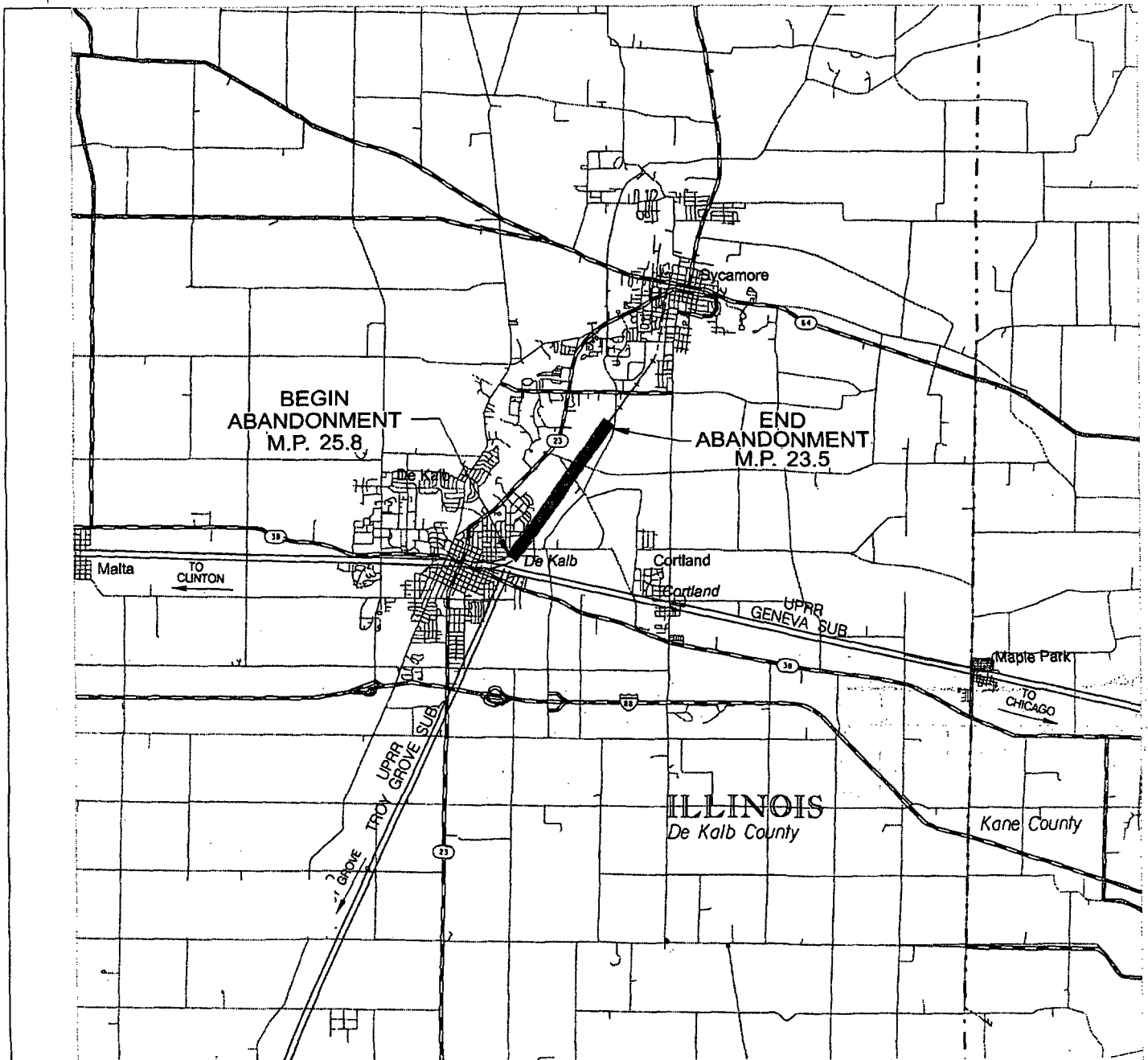
National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Mr. William L. Wheeler
State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1512

Dated this 14th day of December, 2006.


Mack. H. Shumate, Jr.



NOTE: THERE ARE NO 50+ YEAR OLD STRUCTURES

- LEGEND**
- UPRR LINES TO BE ABANDONED
 - OTHER UPRR LINES
 - OTHER RAILROADS
 - RAILROADS (abandoned)
 - PRINCIPAL HIGHWAYS
 - OTHER ROADS
 - 50+ YEAR OLD STRUCTURES

BARBER-GREENE SPUR

MP 23.5 TO MP 25.8
TOTAL OF 2.3 MILES
IN DE KALB COUNTY

**UNION PACIFIC RAILROAD CO.
BARBER-GREENE SPUR
ILLINOIS**

INCLUDING 50+ YEAR OLD STRUCTURES

SCALE MILES

FILE: Q:\abandonments\ab0243_de_kalb\8.dgn

DATE: 07-Aug-06 10:02

August 14, 2006

State Clearinghouse (or alternate):

Mr. Steve Klokenga
State Single Point of Contact
Office of the Governor
State of Illinois
107 Stratton
Springfield, IL 62706

State Environmental Protection Agency:

Illinois Environmental Protection Agency
1021 N. Grand Avenue East
P. O. Box 19276
Springfield, IL 62794-9276

**State Coastal Zone Management Agency
(if applicable):**

Mr. Daniel Injerd, Chief
Lake Michigan Management Section
Division of Water Resources
Illinois Department of Transportation
310 South Michigan Ave., Room 1606
Chicago, IL 60604

Head of each County:

De Kalb County Board
133 W. State Street
Sycamore, IL 60178-7189

**Environmental Protection Agency
(Regional Office):**

Ken Westlake
U.S. Environmental Protection Agency
Region V
77 West Jackson Boulevard
Chicago, IL 60604-3590

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service, Region 3
One Federal Drive
Federal Building
Fort Snelling, MN 55111

U.S. Army Corps of Engineers:

U.S. Army Engineer District, Chicago
111 North Canal Street
Chicago, IL 60606

National Park Service:

National Park Service
William D. Shaddox
Chief, Land Resources Division
1849 "C" St., N. W., #MS3540
Washington, DC 20240

U.S. Natural Resources Conservation Service:

Natural Resource Conservation Service
2118 W. Park Court
Champaign, IL 61821

National Geodetic Survey:

National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:

Mr. William L. Wheeler
State Historic Preservation Officer
Illinois Historic Preservation Agency
1 Old State Capitol Plaza
Springfield, IL 62701-1512

Re: Proposed Abandonment and Discontinuance of the Barber-Green Spur from
Milepost 23.5 to Milepost 25.8 near De Kalb, a distance of 2.3 miles in De
Kalb County, Illinois; STB Docket No. AB-33 (Sub-No. 243X)

Dear Sirs:

Union Pacific Railroad Company ("UP") plans to request authority from the
Surface Transportation Board (STB) to abandon and discontinue service on the Barber-

Greene Spur from Milepost 23.5 to Milepost 25.8 near De Kalb, a distance of 2.3 miles in De Kalb County, Illinois. A map of the proposed track abandonment shown in black is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts; however, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U. S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U. S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U. S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S. C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U. S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

Thank you for your assistance. Please send your reply to Union Pacific Railroad, Mr. Chuck Saylor, 1400 Douglas Street, Mail Stop 1580, Omaha, NE, 68179. If you need further information, please contact me at (402) 544-4861.

Yours truly,

Charles W. Saylor

Attachment



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Bishop Henry Whipple Federal Building
1 Federal Drive
Fort Snelling, MN 55111-4056

IN REPLY REFER TO:

FWS/NWRS-RE - General
Railroad Abandonments

August 24, 2006

Mr. Charles W. Saylor
Union Pacific Railroad
1400 Douglas Street
Mail Stop 1580
Omaha, NE 68179

Dear Mr. Saylor:

Thank you for the opportunity to comment on the proposed abandonment of the Barber-Green Spur from Milepost 23.5 to Milepost 25.8 near De Kalb, a distance of 2.3 miles in De Kalb County, Illinois; STB Docket No. AB-33 (Sub-No. 243X), Union Pacific Railroad Company.

We have researched our ownerships in the vicinity and have determined we do not own any lands or interests in land in the vicinity of the proposed rail line abandonment. We do not have any concerns regarding real estate matters in the abandonment.

Sincerely,

Patrick G. Carroll
Senior Realty Officer
Division of Realty



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION 5
 77 WEST JACKSON BOULEVARD , B-19J
 CHICAGO, IL 60604-3590

AUG 31 2006

REPLY TO THE ATTENTION OF:

Mr. Chuck Saylor
 Union Pacific Railroad
 1400 Douglas Street, Mail Stop 1580
 Omaha, NE 68179

Re: STB Docket No. AB-33(Sub. No. 243X) Union Pacific Rail Line Abandonment and Discontinuance of the Barber-Green Spur in De Kalb County, Illinois

Dear Mr. Saylor:

The U.S. Environmental Protection Agency (US EPA) has received the letter dated August 17, 2006 concerning a proposed abandonment and discontinuance of 2.3 miles of rail line segment located in De Kalb County, Illinois. Under the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations, and Section 309 of the Clean Air Act, U.S. EPA reviews and comments on major federal actions. Typically, these reviews focus on Environmental Impact Statements, but we also have the discretion to review and comment on other environmental documents prepared under NEPA if resources and interest permit.

We did not undertake a detailed study of the project, however, a cursory review determined that there were no significant concerns meriting comment at this time.

Additional environmental resources can be found at U.S. EPA websites: 1) the Envirofacts Data Warehouse, <http://www.epa.gov/enviro> and 2) Surf your watershed, <http://www.epa.gov/surf>

Thank you for providing information on this project and allowing our input at this early stage. We reserve the right to reconsider undertaking further review if significant new data on the project is made available by the sponsoring agency or other interested parties. Feel free to contact me or my staff member Norm West, at 312-353-5692 or at west.norman@epa.gov, should any further questions regarding this project arise. Please address all future correspondence regarding rail line abandonment to my attention.

Sincerely,

Kenneth A. Westlake
 Chief, NEPA Implementation Section
 Office of Science, Ecosystems, and Communities

Cc: Vicki Rutson, Chief
 Section of Environmental Analysis
 Surface Transportation Board
 1925 K Street, NW
 Washington, DC 20423



**Illinois Historic
Preservation Agency**

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • Teletypewriter Only (217) 524-7128

Voice (217) 782-4836

www.illinois-history.gov

DeKalb County

DeKalb

Discontinue Rail Service and Abandonment, Barber-Green Spur
Milepost 23.5 to Milepost 25.8
STB-Docket No. AB-33
IHPA Log #011081706

September 13, 2006

Charles Saylors
Union Pacific Railroad Company
1400 Douglas St.
Mail Stop 1580
Omaha, NE 68179

Dear Mr. Saylors:

We have reviewed the documentation submitted for the referenced project(s) in accordance with 36 CFR Part 800.4. Based upon the information provided, no historic properties are affected. We, therefore, have no objection to the undertaking proceeding as planned.

Please retain this letter in your files as evidence of compliance with section 106 of the National Historic Preservation Act of 1966, as amended. This clearance remains in effect for two years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Skeletal Remains Protection Act (20 ILCS 3440).

If you have any further questions, please contact me at 217/785-5027.

Sincerely,

Anne E. Haaker
Deputy State Historic
Preservation Officer